

ON A STEEP GRADE.

Sixteen Injured, Three Fatally, in a Railway Collision.

The Cars Were New and Were So Constructed As To Make It Almost Impossible To Telescope Them.

Indianapolis, Ind., June 20.—Thundering down a steep grade Sunday, B. & O. passenger train No. 1, westbound, near Vincennes, crashed into an open switch, colliding with a freight train of 30 cars, resulting in the injury to 16 persons, three of whom may die.

Seriously injured: John Eisenhart, 9 years old, with Philadelphia party en route to St. Louis; head badly cut, internally injured; may die. J. L. Witter, of Cincinnati, head cut, internally injured; may die. Ed Mason, Covington, Ky., porter on dining car; internal injuries, and wounded on head; may die.

Severely injured: Miss Maud Steinhart, Burlington, Ia., face badly cut; Peter Miller, Cincinnati; Crawford Corner, Elkhart, Ind.; Mrs. W. E. Drier, Pittston, Pa.; Rev. M. M. Porter, Vincennes, Ind.; H. G. H. Humphrey, Gordon, Mo.; Capt. George W. Vandusen, artillery corps, Fort Leavenworth, Kan.; Hugh Cox, Washington, Ind.; C. W. Brown, Dallas, Tex.; Chris Walters, engineer passenger train; R. L. Phillips, fireman on passenger train; James Eastridge, fireman on freight train; James Kennedy, engineer freight train. Many others were slightly injured.

Engineer Walters, of the passenger train, estimates that his train was running at the rate of 50 miles an hour when he discovered that the switch was turned. He says he immediately applied the air and jumped from his engine.

The interior of the dining car, which was the most badly damaged, was bespattered with blood and the furniture was a mass of debris.

Vincennes has no hospital, and while the physicians there were administering the first aid to the injured, the wrecking crew hurriedly cleared the track in order that the injured might be taken immediately to St. Louis, where they could receive hospital attention.

An engine was brought from Flora and attached to the passenger train, which proceeded to St. Louis. The cars in the passenger train were new and so constructed as to make it almost impossible to telescope them.

EVACUATION DAY.

President Roosevelt Delivered An Oration at the Celebration.

Philadelphia, June 20.—On the historic spot at Valley Forge where Washington and his "Gallant boys of '76" suffered in order that the United States might become a nation, President Roosevelt delivered a notable address Sunday.

This was "Evacuation day" at Valley Forge, and the anniversary was celebrated appropriately in the little edifice which has been erected on what is to be the site of the Washington Monument church. It was to add to his sympathy and encouragement to the project of marking the spot by a suitable memorial that President Roosevelt made his address.

Accompanied by Mrs. Roosevelt, the attorney general and Mrs. Knox, President Roosevelt drove to Valley Forge from Mr. Knox's country home, Valley Forge farm, to attend divine services at 3:45 p. m. in the Washington Memorial chapel. Several hundred people had assembled at the chapel, but only a part of them could gain entrance as its capacity is very limited. The president and party were seated near the altar which was simply draped with a silk American flag.

After the simple service of the Episcopal church had been concluded, Rev. Herbert Burk, rector of All Saints church at Norristown, Pa., introduced the president, who made a patriotic address.

Rev. Leighton Coleman, bishop of Delaware, followed the president with a speech in which he elaborated some of the points made by Mr. Roosevelt. Brief addresses were also made by former Attorney General Wayne MacVeagh and Representative Wagner.

From Valley Forge the president and party returned to Attorney General Knox's home.

For the president the day was a busy one. He spent the morning in company with Attorney General Knox, Mrs. Roosevelt and Mrs. Knox, in driving over the ground made historic by Washington and his men. They visited the headquarters of Washington, the president insisting upon paying the small fee which all visitors are charged for viewing the place. The camp ground and battlefield were examined carefully. A visit also was paid to the first house in this country occupied by Audobon, the eminent naturalist.

The night was passed without noteworthy incident at Valley Forge farm.

Memorial Services Held.

Chattanooga, Tenn., June 20.—The annual memorial service of the A. O. U. W., which is being here, was held Sunday at Centenary Methodist church. Service was in honor of deceased officers of the supreme, grand and district grand lodges.

President Visits Historic Ground.

Philadelphia, June 20.—President Roosevelt who with Mrs. Roosevelt spent Sunday with Attorney General Knox on his farm at Valley Forge, visited the historic camp ground of Gen. Washington Sunday.

CONVENTION GOSSIP.

Vice Presidency and the Tariff Plank the Principal Subjects.

Chicago, June 20.—The vice presidency and the tariff plank in the platform were the principal subjects of discussion among the delegates to the republican national convention Sunday and Sunday evening. The state delegations will meet Monday to organize and select members of the various committees and it is expected that declarations will be made on the vice presidency which will determine who will be the candidate.

From present appearances Senator Fairbanks will be the choice, as a sufficient number of leaders have declared for him and announced the probable support of their delegations for him to indicate his selection. The Indiana senator was seen for a few minutes in the corridors of the Auditorium Annex and was warmly greeted by a throng of men who indicated to him their desire to see him named for second place on the ticket. He remained non-committal, as usual, his position being that the nomination can neither be sought nor refused. The knowledge that the senator will not refuse has been communicated to the delegates and has largely increased the prospects of his nomination.

The movement Sunday for Representative Hitt seems to have been participated to some extent by those who felt that Fairbanks should make a declaration. Then again the Illinois men feel that in view of the action of their state convention they must make an earnest effort for Mr. Hitt. It is a fact, however, that the recent illness of Mr. Hitt at Washington has dampened the ardor of his supporters who acknowledge that this will work to his disadvantage.

Two active vice presidential aspirants were about the Auditorium corridors during the evening, John Lee Webster, of Nebraska, and John W. Springer, of Colorado.

Senator Lodge, of Massachusetts, arrived with a draft of the platform in his pocket. He has been notified that he will be recognized to move the appointment of the committee on resolutions and this means his selection as chairman of the committee. All interest in the platform centers in the tariff plank and the sentiment is that there will be a straight declaration for protection without promises for future tariff revision or reciprocity. Senator Hansbrough has a draft of a resolution promising both, but it met with little favor among the republican leaders.

Illinois has decided to make an active, aggressive campaign for Hitt for vice president. A caucus was held Sunday afternoon in the state headquarters and a formal plan of campaign in the interest of the Illinois congressman was adopted, after a discussion between the leading men of the delegation, it was arranged that Senator Shelby M. Cullom, of Illinois, should present the name of Mr. Hitt to the convention and seconding speeches will be arranged for by at least two delegates, one from the Middle Mississippi valley and the other probably from New York.

Washington, June 20.—Congressman Hitt, of Illinois, who is suffering from the effects of an attack of acute indigestion and a severe cold, was better Sunday. He is still confined to his room.

MILITIA CALLED OUT.

They Are Scouring the Country For the Murderer of a Sheriff.

St. Paul, Minn., June 20.—Sheriff Harry Harris, of St. Croix county, Wis., was shot three times in the head and instantly killed Saturday night while he was attempting to arrest an unknown man on board an Omaha train near Little Falls, Wis. Company C, Wisconsin national guard, of Hudson, went to Little Falls Saturday night by order of Gov. La Follette, and aided by possees from Hudson and Baldwin, Wis., is scouring the surrounding country for the murderer, who made a successful escape from the train.

KNIGHTS OF PYTHIAS.

Members of Ohio Brigade, Uniform Rank, Arrive at St. Louis.

St. Louis, June 20.—The first installment of the largest semi-military body that has yet visited the World's fair arrived Sunday. A special train arrived at Union station bringing over a thousand members of the Ohio brigade, uniform rank, Knights of Pythias. The men were taken to the World's fair grounds and encamped near the administration building. The Pythians will remain until June 26. They will give daily exhibition drills, beginning with guard mount each morning.

Gen. Miles For Vice President.

Pittsburg, Pa., June 20.—Lieut. Gen. Nelson A. Miles was the guest of Col. J. M. Guffey, democratic leader of Pennsylvania, and local political gossip declares that Miles will be the democratic vice presidential nominee.

A School For Crime.

London, June 20.—Women are starting on many new careers, some to be commended, some to be regretted; but a lady burglars' school of crime, started by Annie Morgan, known as "The Lady Burglar," certainly takes its place among the latter.

Bryan in New York.

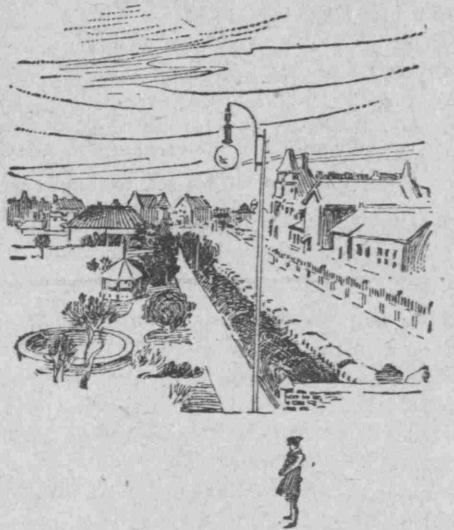
New York, June 20.—William Jennings Bryan arrived in this city Sunday night. He said in an interview he did not expect to see Charles F. Murphy or any leader of the anti-Parker movement, while in the city.

THE PORT OF DALNY

RUSSIA'S OFFICIAL COMMERCIAL CENTER IN MANCHURIA.

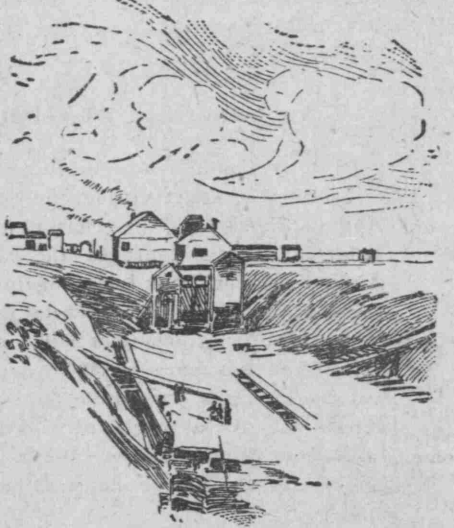
A Boom Town Built Entirely by the Czar's Government—It Will Be of Great Importance to the Japanese.

Dalny, which has fallen into the hands of the Japanese, is a new port on Victoria bay, an inlet of Tallen bay, about 20 miles north of Port Arthur. It is picturesquely situated, and is surrounded on three sides by hills. Mr. H. J. Whigham, in his book, "Manchuria and Korea," describes Dalny as a "boom" town without any reason for a



GENERAL VIEW OF DALNY.

"boom," but different in the respect that the mushroom growth is the work of a government which is determined to build itself a metropolis complete in every detail. "Another power," he wrote, "would have been content to build its railway and begin the harbor tentatively, and let trade do the rest. Not so Russia. Dalny is to spring into the world full-grown and armed at every point, Minerva-like, from the brains of the Russian Jove. The harbor, which has to be constructed at enormous expense, by filling and dredging the bay by the square mile, with moles and breakwaters and dry docks, is to be capable of accommodating the largest ships afloat alongside its wharves, and will eventually take in all the shipping which could be got together at any time in the east. The sea front and warehouses are to stand on ground which was in 1901 under the water at low tide. The administrative portion of the town is already in existence. When we examined the plan of the harbor two years ago it seemed almost chimerical, so immense was the work mapped out for the contractors. To-day the plan is realized, and only the shipping is wanted. Dalny is, after all, the best, if not the only, place which could have been selected. Apart from the Trans-Siberian railway, Dalny has great importance as the future port of Manchuria. Dalny has a great future before it." The predictions of Mr. Whigham made in 1901 have been amply fulfilled, and Dalny is in many respects a model town. The Russians began their building operations in 1900, when several Chinese villages standing on the site were demolished. Then the town gradually began to take shape. The



DOCK AT DALNY UNDER CONSTRUCTION.

governor's house, churches and well-built houses sprang up; roads were laid out, and soon there was a town fit for 100,000 inhabitants. The town is divided into three distinct sections—the administrative town, the commercial and European town and the Chinese town. In the first of these, which borders on the sea, is the governor's house and the residences of the railway officials, the Russo-Chinese bank and other public buildings. In the center of the commercial city is Nicholas place, a circle from which the main thoroughfares radiate.

An Amusing Story.

There is a good story in the contemporary about Sir Frederick Bridge and a certain mechanical piano player. He paid a visit to a country house, and found every one in raptures over Bach's Fugue in D minor, as rendered by the tuneless machine. He listened with awe, but quite failed to recognize the work. It turned out, on inquiry, that the piece had been inserted upside down, and had consequently been played backward.—London Globe.

Seizing His Advantage.

The domestic jar grew more jarring. "It isn't so, John Henry, and you know it!" shrilly exclaimed Mrs. Vick-Sén. "You may say what you please, but—" Promptly availing himself of the unexpected permission, John Henry proceeded to say what he pleased, for the first time in the history of the family, to the overwhelming surprise of his good game, who found herself unable to interrupt him for fully five minutes.—Chicago Tribune.

LONG ISLAND.

It is quite probable that Long Island presents more exceptional attractions than any other section of the entire country. It attracts the man who is looking for an investment, a farm, a residence or a summer home, and it is a perfect paradise to those who can spend their vacations by the briny deep.

The climatic peculiarities of the island fit it especially for the raising of vegetables, fruits and flowers, chickens, pigeons and game birds.

The temperature in the summer running from 10 to 15 degrees cooler than the city, or any other section within reasonable distance and in winter, never less than 10 degrees warmer than the same territory. The island trends almost east and west and therefore lies directly across the path of the prevailing summer winds, which come from the south and bring with them the invigoration and coolness of ocean winds. Its very place in columns giving health statistics of all sections is primarily due to the fact that even in its fertile central section it is everywhere perfectly underdrained by glacial drift and gravel.

Surrounded as it is on three sides by great bodies of water, the north, east and south winds reach it absolutely without chance of contamination—even its western end is isolated by the great broadening of New York Harbor.

Its water supply is notably fine. Springs, brooks and even lakes have their source in the higher parts of the island, proving conclusively the theory of many geologists that its source of supply is situated high up in the north of Vermont, and that under Long Island flow great subterranean streams similar to those of Yucatan, Mexico; as further proof of this, there are wonderful flowing wells on various parts of the island many of which have records extending over 35 years and without diminution in the quantity.

Its north shore slopes down from the highest points of Long Island's backbone (as the high range of hills is called) to the beautiful bays and harbors extending the full length of the Sound shore. These slopes are covered with a most thrifty growth of oak, hickory, chestnut, locust, walnut and other deciduous trees and shrubs to the very edge of Long Island Sound.

The central section is fertile farm land with splendid crop records and capable of producing handsome returns on the investment.

Its south shore, in part lying on that inland sea called the Great South Bay, and in part on the Atlantic Ocean, has attractions of tree growth including pine.

The settlements, many of them established 250 years ago, are thoroughly progressive towns and villages, and the school system compares most favorably with that of our great cities in that from the kindergarten to the high school the departments are most proficiently handled.

All portions of the island are extremely well cared for by transportation facilities. The Long Island railroad system with branches to every section has a train schedule of over 800 trains daily. Many trolley systems are already in operation and others in the course of construction.

Steam boat lines connect with Block Island and the New England coast. Long Island points fifty miles away from Metropolitan interests are readily accessible, and as quickly reached as the towns and near-by suburbs of the Empire City.

The price for land, either in acreage or house lots, is exceedingly reasonable, in comparison with other territories.

Farms with dwellings and other buildings in excellent condition are available for fruit growing, a business with great possibilities and phenomenal returns. Immense tracts present exceptionally good facilities for cranberry, strawberry and other small fruit culture which are still undeveloped, and Long Island berries command the best market prices. Like its asparagus, cauliflower, Blue Point oysters and Little Neck clams, the island's newer productions are rapidly taking front rank. Its duck, chicken and pigeon farms are money makers hard to beat.

Its game and fish preserves are known to all true sportsmen who take their recreation, and gain healthful rest with either the rod or gun.

Its waters stand high in the estimation of those who love to be afloat. The canoeist cannot but enjoy the wonderfully interesting voyage through Rockaway Bay, Great South Bay, Moriches Bay, Peconic and Gardiners Bay a paddle around Plum Island or through the Gut skimming along the high bluffs at the east end of the sound shore, weaving in and out through the harbors and bays at Port Jefferson, Smithtown, Huntington, Cold Spring, Oyster Bay, Hempstead Harbor, Manhasset, Little Neck and Flushing.

In Long Island waters are first tried the great yachts selected to defend the cup, the favorite cruising ground for all sailors from the man with the little cat boat to the owner of the palatial steam yacht—the rendezvous of the members of America's great yacht clubs.

The golf links and tennis courts of the island are noted abroad as well as in the United States, and on Long Island links are annually played many championship matches.

Its bathing attractions are unlimited; for the lover of still salt water bathing the opportunities are many indeed. To those who prefer invigorating wrestles that the surf of old ocean brings, from Coney Island to Long Beach, the length of Fire Island and from Good Ground to Montauk Point the places are many from which to choose.

Constipation! Is Yours of Long Standing?

Never mind, we take all the chances—your money refunded if a cure is not effected.

DR. CARLSTEDT'S GERMAN LIVER POWDER

has had fifteen years of unparalleled sale, because the above has been our iron-clad, changeless guarantee from the first. Yet not once during these years have we had a bottle returned or a failure reported.

We Have Cured Thousands! Thousands of cases given up by the doctors, thousands whose sufferings have been of many tedious years' standing. Sick Headache, Stomach or Bowel troubles, Constipation or Piles are cured by a single bottle of Dr. Carlstedt's German Liver Powder, \$1.00 size, which equals six 25c trial size bottles. This is the one gratefully remedy that dispenses with doctor bills, long spells of sickness and consequent sufferings. Listen to Nature's warnings and be prepared! Dr. Carlstedt's German Liver Powder goes right to the spot; there is nothing in medicine like it. It is made right—we have the secret and we look carefully to its protection, for it is worth millions of money to the people. Don't accept substitutes.

In case your druggist happens to be out of it we will send it to you direct.

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Cascara Sagrada

IN THE ESTIMATION OF OUR BEST PHYSICIANS IS THE MOST BENEFICIAL ALL DRUGS IN THE TREATMENT OF CONSTIPATION.

Lyons Laxative Syrup

Is made of Cascara Sagrada and other drugs that are equally as beneficial in the treatment of indigestion, biliousness and all stomach and bowel troubles (arising from constipation).

VERY PLEASANT TO TAKE AND DOES NOT GRIPE.

25 and 50c Bottles. Ask your Druggist.

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Railroad Time Card.

LOUISVILLE & NASHVILLE.

ARRIVAL OF TRAINS AT PARIS.

From Cincinnati—10:58 am; 5:58 pm; 8:45 pm.

From Lexington—5:11 am; 7:45 pm; 8:23 pm; 6:10 pm.

From Richmond—6:05 am; 7:50 am; 8:18 pm.

From Maysville—7:40 am; 8:15 pm.

DEPARTURE OF TRAINS FROM PARIS.

To Cincinnati—5:15 am; 7:55 am; 8:30 pm.

To Lexington—7:50 am; 11:05 am; 5:40 pm; 9:49 p. m.

To Richmond—11:10 am; 5:33 pm; 9:51 pm.

To Maysville—8:00 am; 8:20 pm. F. B. CARR, Agt.

FRANKFORT & CINCINNATI.

Arr. from Frankfort—8:30 am; 3:25 pm. Lvs. for Frankfort—9:30 am; 5:49 pm.

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